

Today's Advertisements.

ELITE SKATING RINK, DUDDELL STREET.

TO-NIGHT AND EVERY EVENING.

PRICES:—Skates and Admission \$1.00
Admission 50

THURSDAY, 7th January.
A HORIZONTAL BAR COMPETITION for a Handsome GOLD MEDAL.

SATURDAY, 9th January.
A LIGHT WEIGHT BOXING COMPETITION for a SILVER CUP, presented by a local Gentleman.

SATURDAY, 16th January.
A GRAND MILITARY CONCERT will be given by the West York's Brass Band and Pipe Bands. To conclude with a Grand Finale. British Army Quadrilles.

The Band will be in attendance on Special Nights.

Admission—\$1.00.

SAM MARKS, Proprietor.

Hongkong, 4th January, 1897. (6)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after P.M. of the 7th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th January, 1897. (5)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG"

Captain Davis, will be despatched for the above Ports on THURSDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 5th January, 1897. (5)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.

THE Company's Steamship

"TIENTSIN"

Captain Dawson, will be despatched as above on THURSDAY, the 7th instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th January, 1897. (5)

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA"

Captain Williams, will be despatched as above on FRIDAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th January, 1897. (5)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"HUPEH"

Captain O'Hall, will be despatched as above on SATURDAY, the 9th instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th January, 1897. (5)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HAMBURG, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING"

H. L. Allen, Commander, will be despatched as above on THURSDAY, the 7th instant.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th January, 1897. (5)

Intimation.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSENGERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd May, 1897. (127)

Intimations.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters in Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Price, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The Scotch Whiskey marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Telephone, 15th September, 1896. (6)

BIRTHS.

At Tientsin, on the 31st ultimo, the wife of A. H. JACQUES, of a son.

On the 31st ultimo, at No. 6, Hongkong Road, Shanghai, the wife of W. A. C. CLARY, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 5, 1897.

REUTER'S MESSAGES.

RUSSIA AND THE ARMENIANS.

LONDON, January 3rd.

The Tsar has authorised the collecting of funds throughout the empire for Armenian emigrants.

APPOINTMENTS.

Sir Charles Bruce, at present Governor of the Windward Islands, has been appointed Governor of Mauritius in place of Sir Hubert Jerningham, who takes the Governorship of Trinidad.

FINANCIAL CRISIS IN THE STATES.

The failure of local Banks in the western United States continues, and two Managers have committed suicide.

LOCAL AND GENERAL.

TELEGRAPHIC communication with Macao is interrupted.

THE French gunboat *Comète* left Shanghai on the 30th ult. for Manila to relieve the *Jely*.

A HOCKEY match, England v. The World, will be played at Happy Valley to-morrow afternoon. Bull at 4.30 sharp.

SMALL-POX is causing a good deal of anxiety to the authorities in Tokio. No less than 58 cases in 24 hours were reported there a few days ago.

DR. EDINGTON, the Cape Colonial bacteriologist, has discovered the microbe of stindperpet, but no details of his discovery have been published.

JAPAN'S foreign trade during the first ten months of this year amounted to 234,326,311 yen, of which 143,473,578 yen were imports, and 90,852,732 exports.

FOR having smuggled opium hidden in the stokehold of the steamer *Phra Chai Kiao*, one of the firemen was yesterday fined \$500, in default three months' imprisonment.

THE Bombay *Gazette* of 10th December states:—The steamer *Nubia* which has arrived in Calcutta from London brought nine thousand mounds of Russian and Californian opium.

News has been received to the effect that Commander McAlpine, Acting Captain of H.M.S. *Narcissus*, has received his captaincy. Lieut. Sir R. K. Arbuthnot has been promoted to Commander.

ONE of the blackjackets from the German flag-ship *Kaiser* was sentenced to three months' "hard" at the Magistracy yesterday, for having broken open a drawer in a Graham Street brothel and stolen therefrom \$31.

In Class in Queen's College: "Simple Simon, where is the North Pole?" "I dunno, sir." "What! you don't know where the North Pole is? Are you not ashamed of such ignorance?" "Well, sir, Franklin, Naansen, and all the rest of 'em couldn't find it."

It was at first reported that the present Russian Minister to Washington would be sent to Japan, but the *Nichi Nichi* learns that M. Lobanoff, a son of the late Prince Lobanoff, the Russian Minister for Foreign Affairs, will go to Japan as the representative of Russia, after M. Hirovoo deceased.

As a blackjacket was paying off his sickle man in Graham Street last night, the sight of his purse tempted a "coodle" named Ng Li Kwan to snatch it and make off. He was pursued and caught, and to-day received two months' "hard" as a reward for his cupidity.

TO-MORROW morning training for the rapidly approaching race meeting will commence in earnest, several owners having decided to gallop their ponies, and we understand that henceforth Wednesday and Saturday will, as in previous years, be the days on which fast work may be looked for.

THE January opium sales in Calcutta were held yesterday and proved very unsatisfactory for the Government of India. Patna brought only 1,007 rupees as against 1,187 in December, while Benares was knocked down for 1,081 rupees per chest, showing a drop of 84 rupees per chest in one month.

THE other day a cyclist went at lightning speed over the Garden Bridge at Shanghai, and as a huge steam roller was in his way and he couldn't stop his machine quick enough he soon found himself mixed up in cranks, eccentrics, throttle-valves and other hard things. Happily, the roller was not hurt.

ONE of the new steamers built by the Dux Company for the Hongkong, Canton, and Macao Steamboat Company is running against the *Prinsessarna* on the Macao route. Captain Clarke, late of the *Hungshan*, is in command of the new vessel and is said to be making things pretty hot for the opposition boat.

IT is reported that the well-known "Blue funnel" steamer *Mammon* is to be sold to a Chinese Company at Singapore, who will run her between Rangoon and the Straits. The *Mammon* is about the oldest of the "Blue funnel" liners and was for a long time commanded by Capt. Branch on the Hongkong-Borneo route.

A BIG seizure of raw opium was made yesterday at stall No. 56, Central Market, no less than 170 taels of the drug being found there. The stall-holder and a pantry boy appeared as the owners at the Magistracy to-day, and, failing to pay a fine of \$500 each, they retire far from the "madding crowd" for three months.

THE new cotton mill, which is to be established at Tientsin, will have, besides 10,000 spindles and 300 looms, machinery for the manufacture of broadcloth, Spanish stripes, flannels and linters. The total cost is, according to the *Tientsin Times*, estimated at 600,000 taels; 400,000 taels have already been subscribed by Chinese at Tientsin.

FOUR coolies in charge of a truck laden with nearly two tons of stone recklessly bumped a chair coolie in Wellington Street yesterday, and ran over one of his feet, badly crushing it. In order to teach them a lesson in carefulness for the future, Captain Hastings to-day very rightly ordered them each to pay a fine of \$10 and also to give \$10 each to their victim.

TO-MORROW afternoon at Happy Valley in the first round for the Hongkong Football Challenge Shield, the Hongkong Colts will play 35th Company, S.D., R.A. Kick-off at 4 p.m. The following will play for the Colts:—Forwards: L. A. Rose, T. Yole, L. E. Brett, H. H. Seb, A. N. O'Brien, Halvors; Backs: W. A. Slopan, H. Goodrich; Goal: R. F. Lammert.

IT is to be expected that when the Great Siberian Railway is completed to its terminus (Vladivostok) and a direct transportation line is established between Vladivostok and the United States by the shortest Pacific Ocean route, the Siberian line will, says a recent United States Consular report, have a great effect on the traffic from the United States, and that "our commercial intercourse with European Russia will increase and new openings for American products will be provided in Siberia."

MEMORANDA.

TO-MORROW, 6th January. 11 a.m.—Outward French Mail closes. Noon.—Yarra leaves for Europe.

THURSDAY, 7th January. American mail due. Daylight.—City of Peking leaves for San Francisco, via usual ports of call. 9 a.m.—Bayern leaves for Bremen and ports of call.

FRIDAY, 8th January. 3 p.m.—Meeting of shareholders of the Wanchai Warehouse and Storage Co., Ltd., at No. 5, Queen's Road Central.

SATURDAY, 9th January. 2.30 p.m.—Auction of porcelain, etc., at Mr. G. P. Lammert's sale-rooms, Duddell Street.

We are informed that M. J. S. Kübery, the well known Russian scientist who did some splendid work a few years ago in the Fellows, Ponagé and the Marlock group, committed suicide at Ponagé on or about the 15th ultimo by opening an artery in his neck. We understand he was greatly worried about the refusal of the Spanish authorities to sanction the sale to him of some land in the Carolines.

THE twin-screw steamer *Scotia*, built to the order of the Peninsular and Oriental Steam Navigation Company, was launched from the Jarrow yard of Palmer's Shipbuilding and Iron Company, Limited, on 3rd December. Her dimensions are—Length between perpendiculars, 430 feet; beam, 52 feet; her cargo-carrying capacity is 8,000 tons. This is the first twin-screw steamer that has been launched for the popular P. and O.

THE *Tientsin Times* thinks Mr. Bash, representative of an American syndicate, who is now in Shanghai, will endeavour to secure railway contracts from Sheng ta-jen. "He proposed," says *Der Ostasiatische Lloyd*, "to the War Department not to contract any foreign loans until half of the loan was ready, but, in order to commence it, he asked for a Government loan of 10,000,000, the remaining 10,000,000 he guaranteed to procure when the Government loan had been floated. He recommended that the foreign loans should be made from the United States, and the necessary material bought from there."

WE read in the *Straits Times* that Ong Kie, a Chinese hawk in Penang, who lay in prison sentenced on a charge of bringing which falsely a woman had been found guilty by a jury, has been released. The Governor had pardoned the false accuser on a petition from Chinese, but Ong Kie was kept in jail. The Governor would not bear of remitting his sentence until the Secretary of State was appealed to by petition. After serving six weeks of his term, Ong Kie was released upon H. E. remitting the remainder of the sentence passed upon him. The petition to the Secretary of State was despatched from Penang early last month.

MESSRS. BENJAMIN, KELLY AND POTTS in their *Weekly Share Report* issued this afternoon state:—After the heavy settlement, which passed off well, a much firmer feeling has prevailed in the market and several stocks have strengthened their positions. Respecting Docks they say:—Hongkong and Whampoa Docks show a marked improvement and after a forced sales for the settlement at 214 per cent. premium jumped to 218 per cent. premium with sales.—Hongkong Lands have hardened and after sales at \$75½ are required for at that rate. West Point are wanted at \$84, but are not obtainable. Hongkong Hotels are in strong request at \$31. Humphreys' Estates have again been booked at \$91. Of miscellaneous stocks they report:—Green Islands are wanted at \$188. Electricities have ruled firm with small sales and buyers at \$5.50. Fenwick has changed hands at \$29½ and are wanted. Ices are firm with buyers at \$108. Bell's Asbestos, 17/6 paid up, have been taken off the market at \$8 and \$7½ and close with sellers at the latter rate.

SAYS the *Straits Times* in a recent issue re Hongkong:—To those who are familiar with Hongkong and have watched its progress during the last two decades, it will be interesting to learn that, on the new reclamation in the centre of the town, large and important buildings are rapidly rising. In the old days the business portion of the city—that is to say, the European business portion—was to the West of the old Club. With the removal of the Club to beyond the Hongkong and Shanghai Bank and with the completion of the central section of the great reclamation scheme has come a migration of the mercantile offices to the East, and the intrusion of the Chinese into what was only a few years ago not merely the European business quarter but also the residential part of the town. In fact Hongkong is being transfigured, and those who were acquainted with it only a few years ago will in a short time scarcely be able to recognise it in a new and vastly improved garb. No place in the East is altering so rapidly as Hongkong. The tramway to the Peak, the extending reclamations and other factors, are making Hongkong a city which may at no distant date vie in magnificence with Calcutta. Yes, but we hope it will be kept cleaner than Calcutta.

A RUSSIAN CURE FOR CANCER.

Scientific medicine has not infrequently been glad to accept the services of popular medicine in enlarging its horizon of remedies. A notable example of this has just been recorded in a St. Petersburg medical journal, where a Russian doctor describes the success which has attended the use of wartwort sap in the treatment of cancer. As its name implies, this plant has long been used both in Russia and in England as a popular remedy for removing warts; but it is remedial for M. Denisenko to turn it to account in combating cancer. So far, this disease has never been known to yield to the application of internal remedies, and the seven cases cited by M. Denisenko are of very great interest and importance, for in every instance, whether the growth was external or internal, it yielded to prolonged use in very small doses of a preparation of *Chelidonium* sap. The sap of this plant contains two deadly alkaloids, the chelidonic and the sanguinary, which constituents necessitate the use of the above preparation even in minute doses with extreme caution. Time, of course, alone can show whether the cure is only of a temporary character, while it remains for experience to indicate whether the constitution can stand in the long run the continued use of this material. It is not uncommon to read of chelidonic poisoning in the annals of popular medicine.

Mr. Robert Brough, whose Comedy Company is now playing in Sydney, will open in the Theatre Royal here on or about the 20th September. It is his intention to produce here some of the most modern comedies and to have a strong company. Mr. Brough writes that he believes a good company can pay its way in the Far East and he intends to give it a fair trial. If well supported he will tour the East every winter.

WHO wrote "Rule Britannia?" Like the famous letters of Junius, "the political hymn of this country," as Southey called it, seems likely to pass from generation to generation with its authorship still a matter for controversy. Originally forming part of a masque written jointly by James Thomson and David Mallett, and produced at Maidenhead in 1740, it has baffled the critics to determine to whom credit is due for its composition. Mr. J. Cuthbert Hadden discusses the problem in the December number of the *Nineteenth Century*, but his analysis of the evidence is no more conclusive than others that have gone before.

NOR a few of our readers remember the tour of "Tommy" Hudson's Surprise Party in the Far East four years ago. It was the best all-round show that ever drew crowded houses in our very own "Royal," and left a very favourable impression wherever it toured. Since then Mr. Hudson has been devoting his attention to catering for Calcutta, Bombay, Madras, and Rangoon audiences, but we are glad to hear that he has decided to pay a flying visit to the Gorgeous East in the spring and will open for a short season in Hongkong on the 10th March. From here he goes on to Shanghai, and if sufficient inducement is offered will "do" Japan, favouring Hongkong with a grand farewell performance as he passes through the colony on his way back to India's coral strand.

THAT little paper the *Weekly Box of Curios* has just come to hand in most gorgeous Christmas attire and in a considerably enlarged form. The covers are about the finest pieces of colour printing yet done in the Far East, and are interesting if only for the fact that they give a striking picture of *Boxe* himself. His flowing locks are as usual conspicuous by their absence, but he sports for the occasion a pair of wings, and a scaphic smile, and is depicted tooling on a horn. At his call a Japanese beauty has opened a box of curios, and sprites are liberated, each bearing one of the national emblems. The colours are used with striking effect, but we trust *Boxe* did not feel as blue as his cover is after the holidays. The back page is devoted to a fine advertisement of Schütz beer, in colours, the Eastern agent for Schütz (Mr. Emanuel) signing as Santa Claus with a reindeer team in full swing. Inside the number are some capital specimens of *Boxe's* photo-engraving, also some smart drawings of the artist's Christmas tree and some comic work. The reading matter, as usual, is bright, witty, and interesting and the printing is all it should be.—Bravo, *Boxe*!

THE new light invented by a French naval officer is named by the sailors the "rat-trap." It appears that the Mediterranean squadron left Marseilles at 5 o'clock one evening, leaving behind the torpedo destroyer *Faucon*, which was to start three hours later and hunt it up. At 8 o'clock the *Faucon* weighed anchor and steamed out in pursuit, with all lights extinguished except this novel affair, the *rat-trap*. Nobody on board knew the direction the squadron took, but at 1 o'clock in the morning the *Faucon* joined it. This "rat-trap" light is a thing of small dimensions, placed in the stern of the vessel above the wheel. No other light is permitted on board. It throws out an electric light which cannot be seen on the right or left of the ship and can only be discovered dead ahead under certain conditions known to the seeker. By means of this invention night signals can be made when rockets or flash-lights would be useless or liable to betray the position of the fleet to the enemy. It can also guide a squadron in line, with all other lights out, even in dangerous latitudes. The French navy alone possesses this light, and the Admiralty evidently attaches great importance to it, judging by the precautions that are taken to guard it against discovery. The commander of a ship and one sworn officer alone handle it, and it is kept on board in a special apartment, of which the commander holds the key.

WRITING from Wales to a correspondent, Lord Charles Beresford says:—"While the British Empire has no apparent numerical superiority in its Navy over certain other Powers, isolated or combined, that superiority does not, as a matter of fact, exist, because it is made up of worthless and obsolete craft on the part of the British, which even the Admiralty would never contemplate as fit to be called fighting ships. When you start to compare the British Navy with that of Foreign Powers, you must strike out of the list of both our own and Foreign Powers all vessels of war over the age of twelve years. Theoretically, it would be a grand idea for us to stand still, or to disarm, to surrender Cyprus, scuttle from Egypt, abandon our colonies in British Guiana, and hand over South Africa to the Transvaal or any other interested set of persons, if this would secure us peace for ever, and allow us to abandon our armaments. But European nations are not yet educated up to such high ideals. Every sign of weakness, every concession on our part, has always been in the past, and will be in the future, a direct incitement to fresh demands. Our Navy is our all. The navies of every one of the other Powers are only appendages to their enormous armies. Once let any two allied Powers obtain an equality of sea power with Great Britain, so enormously unequal would be our military strength that the British Empire would cease to exist the first time the interests of those Powers came into conflict with our interests. It is particularly important to remember that in our large additions in ships and auxiliaries of defence of late years we have only been making up losses, and not gaining any Foreign Powers.

LOSS OF A CUSTOMS CRUISER.

(From our Correspondent.)

TAMU, December 31st. Regarding the loss of the Customs cruiser *Tamouk* on the west coast of Formosa, I am glad to say that no lives were lost, as had at first been reported. The vessel was well known in Hongkong and was one of the finest and strongest of her class that ever left that port. She was well adapted for her work, but it was not to be expected that one cruiser alone could put down the wholesale smuggling along the coast. She had always to be moving from place to place, and it was while at this work that the staunch little craft came to grief. She was caught in a heavy gale and stranded on the coast. Luckily the Commissioner of Customs (Mr. S. J. Norman) had the vessel well supplied with life-saving gear, and the crew all got safely ashore.

So far, we cannot understand her stranding, experienced people being of opinion that she should have weathered any ordinary gale with good management, more especially as she was always in splendid trim. We hope the Japanese Government will not be long in replacing her and increasing the number of cruisers, otherwise trade will suffer greatly from the vast amount of smuggling that is carried on by junks at the coastal ports.

The *Tamouk* now lies on the beach split in two. We hope to see her place filled by a vessel equally well fitted for the work.

OPENING OF THE WEST RIVER.

(Shanghai Mercury, Dec. 28th.)

AN "Extra" which we published on Saturday conveyed the important information that the agreement for the opening of the West River had at last been signed and approved by the Inner Council, and we may fairly hope that the towns of Wuchow and Hekow may shortly be thrown open to foreign residence. Wuchow, as most of our readers are aware, is an important trading town, situated some twelve miles west of the border between Kwangtung and Kwangsi, which latter province is the chief city of a prefecture. In situation it is the junction of the West River with the Fuh, flowing in from Kweilin, the provincial capital, always considered as an important station. When Mr. Colquhoun visited it in Jan., 1882, he described it as a place capable of a considerable trade, rendered, however, impossible by the "present system of protection kept up at such a serious cost to the State." In fact, as Mr. Andrews' experience goes to prove, Wuchow has been the headquarters of the system, which has been deliberately aimed at preventing all foreign trade whatever gaining access to Kwangsi. As to the Hekow (river mouth) mentioned in the telegrams, the despatch officer there, instead of judging, it is not impossible near Tientsin, where the Fuh, flowing from the north-east of the province, joins the main river. It is probably the highest point of the river available even for light-draft steamer navigation. As to the amount of trade likely to accrue to Hongkong from the partial opening of the West River, we are not, of course, in a position to judge. All the authorities who can speak from local knowledge agree in stating that the trade, especially in foreign goods, is at present but small, and that this is to be accounted for by two principal causes. First, the devastation caused by the Taiping Rebellion and its suppression, from which the province has not even yet recovered; and second, the prohibitive tariffs in a district where the stipulations of the Treaty of Tientsin have been ever since persistently set at naught. The trade of Kwangsi

AUSTRALIAN NEWS LETTER.

(From our own Correspondent.)

SYDNEY, December 2nd.

Since my last we have had a mixed assortment of weather, one day fine and another wet. Up country here and in Victoria some heavy thunderstorms have taken place. Hail, too, has fallen with terrific force in some of the country towns. One man has had his lip split with a hail stone, buildings and stock have been injured, and orchards have suffered severely. The fine weather comes out for Saturday afternoons, and then there is quite a galaxy of sport as far as Sydney is concerned. All the yachting and sailing boat clubs are just in the thick of their regattas and championship contests, and ashore, cricket, cycling, bowls and lawn tennis are being carried on at every available opportunity.

The Bathurst Federal Convention has been attracting a lot of attention. Many people here in the city took upon the gathering as a nicely extended picnic, and there is no doubt that the visitors to the "City of the Plains" are not doing things idly, but for all that some very sensible people have been made, more particularly on the question of federation as regards the military defence of the Colonies.

Mining matters, as far as N.S.W. are concerned, are looking hopeful and some fine results have been gained by deep level boring.

From West Australia I have just had the figures for October. The gold raised weighed 27,331 oz. 2 dwts. 31 gr., value £103,856 4s. 8d. On top of this comes news from the field at Coolgardie that the agents of a big group of English capitalists have secured word to pay no further deposits on properties. His people say they are thoroughly disgusted with the Western Australian mining laws. The agents are ordered to North Queensland, where some very good gold finds have lately made.

Our cheerful friends, the Westralian niggers, have not yet lost all their cussedness, and now that the white men all go "heeled" with Colts and Winchester, they have taken to slaughtering themselves in tribal warfare. The other day the Kalgoolies and another clan got at it with spears and waddies, and the local police had to fire ball over their heads before they scattered. Over 200 took part in the fight and the local hospitals now have some pretty cases in the way of spear, blow, and waddy wounds.

Grelling is catching on more than ever. The latest notable device of the wheel is the Deputy Governor and Chief Justice (Sir A. C. Onslow) of West Australia, who, like his brother Excellencies of N.S.W., Victoria, and Queensland, has taken up the sport with vigour. By the way, you may not have heard that J. B. Dunlop, the tyre man, is shortly to be knighted by the Queen.

I am sorry to have to record the death of Miss Sadie McDonald, a bright little lady who arrived here some months ago with the "Trip to China-Down" Company from New York. Miss McDonald had been playing at Her Majesty's in "The Milk White Flag," and was only early on Sunday morning that she told Miss McCann, her room-mate, that she felt decidedly ill. Up to then she had not been ill at all, but in a few short hours the bright little creature had done with the affairs of this world. It is supposed that heart trouble and a strain through throwing a "Catherine wheel" in Melbourne six weeks before was the cause of death.

The name of the late Baron F. Von Mueller, the eminent naturalist, is known to most parts of the world and the following details of his will may interest some of my Far Eastern readers. The deceased gentleman, who made his will in June, 1884, and died on the 10th Oct., left real estate valued at £800 and personally estimated at £250. He requested his executors to return, through the Governor, his decoration of K.C.M.G. to the Secretary of State for the Colonies, and his 19 other decorations through the Consul to the various Ministers for Foreign Affairs. He excepted, from his request his decorations of St. Jago and of Isabelle the Catholic, with the patent of his baronial rank, which are to be kept as an unsalable and sacred heirloom in the family of his two sisters. He bequeathed to the eldest son of Mr. James Russell his miniature diamond star of the Legion of Honour, to the eldest daughter of Dr. Balthazar his chain and miniature decorations, his executive power to be selected from his movable property, such articles for ornaments for his children as they may deem fit. From this selection are to be excluded the five caselets of articles which were presented to him by the late Emperor of Russia, as there are to be given to the youngest daughter of Dr. David Wilkie, of East Melbourne. The botanical portion of his private library is to be offered to the Victorian Government at a fair valuation.

After ten years of prison life the men Newman, Donnellan, Keegan and Hill, originally sentenced to death for complicity in the Mount Rennie outrage, were liberated at 6 a.m. on 20th December. The Government, who had been at the time and less than four months were hanged as ring-leaders. These *liberated* men, now all grown men, have left their imprisonment keenly. Keegan comes forth to liberty with a mind unhinged and his condition, it has been said, is a striking commentary on the effects of the "separate" treatment punishment. The others have been able to study and make themselves proficient in various callings, but their home-comings have at the best been sad and painful.

The steamer *La Serena* reached Melbourne on the 29th ult., after having had a risky time. She was going from Glasgow, and was next door to Sydney and lost her propeller after calling at Albany. The steamer *Emu* picked her up and took her into Melbourne Bay. While the *Emu* was working cargo the other got adrift and was going towards a very dangerous point called Cape Northumberland. The *Emu* again went to the rescue, got a line fast, and it parted. Another was got out and the pair set off for Melbourne. Off Cape Otway on the 27th the line again broke and the tug *Robert* took the disabled craft to port. *La Serena* is chartered by the Adelaide S.S. Co.

Before I tire your patience and exhaust your space, let me tell you two little weird stories that are more than *bona fide* and show the glorious instability of things in general. Two days before the Melbourne Cup a man named Cassidy was in June, and was next door to stone-blind. His worldly possessions consisted of 2s. 6d. in money and two tickets in Tattersall's sweep which he sent for while in Temora for a few shillings. Falling to obtain work of any kind he set out to tramp to Urquiguit. Before he reached his destination he received the welcome intelligence that one of his tickets had won him £6,000. While in June he said he would gladly sell the tickets, as he was an "underdog" and never won anything. An application on behalf of Lawrence Shanksy for a certificate of discharge was before the Registrar in Bankruptcy in Sydney recently. Mr. Russell Jones, who appeared for the applicant, intimated that in this case the proceeds of one of Tattersall's sweeps had been of some service to the creditors. The official assignee explained that he had discovered that the applicant had won £1,100 in Tattersall's sweep last New Year's Day, and that he had put the money in the bank, where he was pleased to say, it was very "goodly." The hearing of the application was adjourned.

NEWS BY THE INDIAN MAIL.

The Indo-China Co.'s steamship *Kulsang*.

Capt. Geo. Payne, with the Calcutta mails, arrived in harbour last night. We take the following items from the Calcutta exchange.

MADRAS, December 4th.
Archbishop Colgan, R.C., of Madras, whose death Renter reported at Rome about eight months ago, has returned to Madras and was accorded an enthusiastic reception by the members of the Arch-diocese.

BOMBAY, December 14th.
The total number of people on relief works in the Bombay Presidency is now over fifty thousand, and about 10,000 non-working children are receiving relief.

Prospects in the Colonies remain much the same; but prices are reported to have a further upward tendency. The text relief works at Sivel remain closed, as labourers are not forthcoming. The weekly season reports, which will be published in tomorrow's *Gazette*, will probably show that the situation is becoming gloomy. The famine section of the Board of Revenue will remain open during Christmas to attend to famine work.

December 15th.
The latest reports regarding the famine in Madras show that distress has extended to the Ganjam district, where relief works have been opened, and where migration to Burma is becoming very brisk. In the Ceded Districts the numbers on relief works have generally but slightly increased, and prices have also gone up slightly.

The directors of the Bank of Madras last evening raised their rate of interest one per cent; the present rate is 9 per cent.

LAKHORE, December 15th.
Last Thursday morning the sentry over the Quatermaster's store of the 20th Punjab Infantry at Wazirpur was shot dead at his post and his rifle carried off. The spy was a Dogra. The assassin is still unknown and at large.

December 16th.
The death is recorded of Chuni Lal Motilal, the President of the Bombay Share Market. For forty years the deceased has been the presiding genius of the Bombay Share Market, and for many years President of the Stock Exchange Association. The Share Market closed to-day out of respect to his memory, while a similar mark of respect was shown by the exchange banks, which closed at one o'clock.

BOMBAY, December 15th.
The plague return for the past 24 hours show 46 new cases and 23 deaths. The Fort Ward has 4 cases and 2 deaths; Mandvi 4 cases and 3 deaths; Bhuleswar, 11 cases and 9 deaths; Girgaum 5 cases; Byulla, 120 cases and 11 deaths; Parel, 1 case; Mahla, 1 case and 1 death; Infectious Diseases Hospital, 3 deaths. The total to date is 1,467 cases and 1,065 deaths.

A meeting of brokers doing business in the share bazaar was held this afternoon. The rule is to close the native change only on bank holidays on special occasions. The result of today's meeting is that the share market is to be closed from the 24th inst. to the 31st January next, both days inclusive, as a result of the emigration on account of the plague.

It appears that the men who migrate from Bombay to their native country carry germs of the plague there. According to information received from Cutch, there were several cases of plague among those who recently arrived there from Bombay, seven men having died from the malady. News has also been received from Broach that a Borah had died from the same complaint, and cases are likewise reported to have occurred in other towns of Gujarat, where most of the people from Bombay have gone to escape from the plague.

MADRAS, December 16th.

At the annual meeting of the Madras Chamber of Commerce held last evening, Mr. G. G. Arbuthnot was elected Chairman, and Mr. H. Scott, of Dymock & Co., Vice-Chairman.

RE CABLE RATES.

CALCUTTA, December 14th.
At the recent Telegraph Conference held at Bude-Pesth the Eastern Extension, Australasian and China Telegraph Companies announced that they proposed to make considerable reductions in their charges for telegrams originating in India and directed over their system of cables to Madras, Singapore, Java, Sumatra, Hongkong, Shanghai, and Japan. The Indian Telegraph Department has since received confirmation of that proposal and an intimation that the reduced charges will have effect from the 1st of January; these reductions amount to as much as three rupees per word to Shanghai and Japan, two rupees per word to Hongkong, and nearly one rupee per word to other places. The Indian Telegraph Guide on the 1st of January will give full details of these reductions.

[*Gazette Times*, Dec. 15th.]
The substantial reduction in telegraph rates, which the Companies which control the submarine system in the East have decided upon introducing from the beginning of the new year, will mean large savings to those engaged in trade and business in India and the Far East. The Companies, however, cannot be given the credit of making the reduction on their own initiative, for an active agitation was kept up for the past two years by the Chambers of Commerce in India and the Far East against the high telegraph rates. The Telegraph Companies must at the same time be given credit for the wisdom displayed in submitting for the rates which they will gain by reducing the rates. The present rates charged by submarine companies all over the world, as Mr. Henniker Heaton has often pointed out, are prohibitive, and are susceptible of large reductions, while leaving a wide margin for substantial profits. It was the intention to look upon Mr. Heaton as a faddist, as enthusiast, but lately the force of his preaching has been borne home to business people, as well as to the Telegraph Companies. The latter see that unless they submit to a reduction in the rates with a good grace a crisis will be precipitated, and in the light which will ensue it is not unlikely that the Telegraph Companies may go to the wall. They will be galloping in the end by reducing their rates, for being rendered cheaper the telegraph will be more extensively used, and in the next ten years it is possible that the traffic on the lines between the East and India will be ten times heavier than it is at present.

[*Koche's*.]
The report of the R.E.A. & C. T. Company for the half-year is forth that the gross receipts, including Government subsidies, amounted during the six months ending 30th June to £13,914, against £10,413 for the corresponding half-year of 1895. The working expenses, including £1,016 for cost of repairs to cables and expenses of ships, absorbed £8,735, against £9,545 for the corresponding period of 1895, leaving a balance of £2,668. From this is deducted a balance of income-tax, £2,159, leaving a balance of £509. The company is transferred to the first insurance fund, £1,000 for interest on debentures, debenture stock, and contribution to sinking fund, leaving £1,709 as the net profit for the half-year. Two quarterly interim dividends of 10 per cent. each, amounting to £6,500, have been paid for the half-year, leaving £1,209, of which £740 has been transferred to the general reserve fund, and the balance of £469 is carried forward. The working of the Australasian tariff arrange-

ment for the fifth year of guarantee, ended April 30th last, resulted in the guaranteed figure being again exceeded, this being due to the heavy gold mining traffic with Western Australia during the past year. Since it is laid on the point that the agreement above mentioned settles "the troublesome question of exchange," it is not surprising that the United Companies have made a great fuss about the "troublesome question of exchange," so much so in fact that one of our contemporaries (the *Contemporary*) referred to in the *Hongkong Telegraph* is tempted to ask whether the Cable Companies are the only concerns that are inconvenienced by the vagaries of the disappearing dollar? Our own opinion is that if anybody on earth makes a steady, certain profit out of the question of exchange it must be the Cable Companies, who would find half their occupation gone if there were no changes in rates to notify by telegraph.

JOURNALISTIC TROUBLE.

From Japanese exchanges further details are gleaned concerning the "journalistic trouble" at Nagasaki, to which reference has been made in these columns. It seems that Mr. Morphy, who was editor of the *Shipping List* and *Rising Sun*, wrote for his paper an account of the row between French and English bluejeans, and in it he erroneously stated that the men of the *Centurion* took part in the affray. This brought about some friction between the proprietor of the paper (Mr. Norman) and the editor, and on the 4th ult. some remarks were published regarding Mr. Morphy, which caused him to institute libel proceedings against the editor, claiming \$5,000 damages. On the 7th ult. the following paragraph appeared in the *Shipping List*:—"So far as the statement that the *Centurion's* men took part in the international rowdiness, the writer, a Professor of Ratiocination and Simple Mathematical Calculation, himself proves the falsity of it, by stating the truth in saying that the *Centurion* left here on the 4th ult.; but with a falling memory a quite forgot to remember that the sailors' fight took place on the 10th ult. five days after the *Centurion's* departure. The truth is the fight took place between the sailors and marines of the French flag-ship *Bayard*, and H.M.S. gun-boat *Peacock* and *Rattler*, but the origin of it was some previous trouble between the *Centurion's* and the *Bayard's*. This is an instance of ignorance and untruthfulness personified. The above should have appeared in yesterday morning's issue, but was delayed in consequence of the obnoxiousness and anger of the editor then in charge, who 'pyed' (broke up) the type for which he was discharged early yesterday afternoon. An Old Editor." Mr. Morphy would appear to have been successful in his suit, as yesterday we received a notice signed by the British Acting-Consul, to the effect that "Mr. E. A. Morphy is authorized to sign receipts of accounts due to the *Rising Sun* and *Nagasaki Express* office, by order of the Judge of Her Majesty's Court for Japan."

SHANGHAI POLICE STATIONS ROBBED.

The Shanghai thieves appear to find police quarters very comfortable places in which to ply their calling. This seems rather an anomalous sort of remark, but it is a fact nevertheless. Not long ago we published an account of the theft of rifles and accoutrements from the Carter Road Police Station, and exchanges to hand state that two more police stations received attention on the night of the 12th ult.

Between 10 o'clock and midnight the station of the Hongkong Police Station was entered, the shutters being torn open and a pane of glass broken so as to permit of the door being opened, and the cash drawer ransacked. When the sergeant on duty discovered that the place had been broken into, he made a search in silver, besides several bottles of liquor, had been abstracted. Over \$500 which was in the same drawer under a pile of papers had not been taken. No trace of the thief could be found.

On the same night, after midnight, a thief entered the quarters of Captain Mackenzie, on the top floor of the Central Station, going along the most confusing passages, turning on the electric light by means of hidden knobs, and generally displaying a perfect knowledge of the premises. A quantity of silverware was piled up ready to carry off, but only a bogus shoe of silver and a small amount of jewellery were actually taken. The thief then proceeded to the quarters of Inspector Matheson, on the same floor and displayed the same knowledge of the premises, lifted a great watch and a number of trinkets, the whole valued at about \$500. The thief in this case also left no trace behind him. For several days the robberies were not made public, and one arrest was made, the prisoner confessing to the Central Station robbery. Captain Mackenzie explained that suspicion was directed to two long-term prisoners, one in each station, who had been employed cleaning windows about the premises, and who thus obtained an accurate knowledge of the buildings. These had each been recently discharged, and it was thought likely that they had met and compared notes and put up the job between themselves. The detectives were at once put on the track and found that, though both men had been about town on Saturday, both had left for the country on Sunday. The next move was the capture of the Central Station prisoner, and he confessed that he alone was concerned in the robbery, he having merely acted on the information given, by the other man.

[After all, these robberies are not very surprising, when we remember how a dangerous social parasite like Jack-the-thief completely outwitted the flower of the English and other celebrated police forces.]

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

The following is the report for presentation to the shareholders at the sixth ordinary annual meeting to be held at the offices of the General Manager, 29, Queen's Road Central, on the 8th instant:—
The General Managers beg to submit to the shareholders their report on the working of the Company and a statement of accounts for the year ended 31st December, 1896.
In accordance with the resolution passed at the extraordinary general meeting of shareholders on the 17th July, the lease with the Hongkong and Kowloon Wharf and Godown Company was duly executed, and in consequence the active business of the Company ceased with effect from the 1st of August, 1896, the second half-year is the first period under the new lease.
The net profits of the first half-year, including \$1,406.05 brought forward from last account, but deducting \$3,220.12 expenses in connection with the lease, amounted to \$4,126.35, against which an interim dividend was paid on the 23rd October at the rate of 5 per cent. per annum, amounting to \$206.33. Of the balance now at the credit of Profit and Loss Account, \$4,332.62, the General Managers recommend the payment of a final dividend at the same rate, and to carry forward a balance of \$234.35 to the Profit and Loss Account.
Consolidating Committee.—On the lease being completed, Messrs. P. B. Bache and H. Stoddart went in their resignation, there being no more work for them, and for the same reason the General Managers propose not to appoint a Consolidating Committee.

Auditor.—The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.
Mayer & Co.,
General Managers.
Hongkong, 4th January, 1897.

BRYAN MIGHT EASILY HAVE WON.

The following interesting extract is from the *Washington Post*, a paper which supported McKinley:
An examination of the figures of last Tuesday's vote results in some very curious and interesting revelations. It will be remembered that the *Post*, from the very first, insisted that Bryan's chances were good, that at any stage of the campaign his election was a possibility, and that McKinley's election, although he regarded it as highly probable, depended after all upon a very narrow and uncertain margin. As unanswerable proof that we were right in this, we now call attention to the following table, showing how a change of little more than 25,000 votes, distributed over nine States, would have elected Bryan, notwithstanding his big majorities elsewhere.

State	McKinley votes	Majorities
California	9	5,000
Delaware	3	2,000
Indiana	13	22,000
Kentucky	13	500
North Dakota	3	5,000
Nebraska	4	3,000
South Dakota	4	300
West Virginia	6	12,000
Wyoming	3	200
Total electoral votes	60	
Total McKinley majorities	50,000	

Now, suppose there had been these changes from McKinley to Bryan in the different States respectively:—
California 2,510
Delaware 1,255
Indiana 11,000
Kentucky 251
North Dakota 2,510
Nebraska 1,505
South Dakota 151
West Virginia 6,010
Wyoming 201

Total 35,393
These changes would have given every one of the nine States to Bryan, and adding their 60 votes to the 167 he got elsewhere, would have made his strength in the electoral college 227—three more than he needed to make him President.
It is a serious reflection that the changing of only 25,393 votes—as a matter of fact, the change of 25,000 votes would have accomplished the result—is all that stood between the election of McKinley and the election of Bryan. We commend this reflection to the gentlemen who are throwing up their hats and screaming themselves black in the face with nonsense about "solidity" and similar absurdities. Mr. McKinley got tremendous majorities in New England, New York, Pennsylvania, Iowa, Michigan, and Illinois, but in the rest of the country he had a mighty narrow escape from defeat.

SHIPPING AND MAIL NEWS.

MAILED DUE:
American (*Dover*) 7th inst.
Indian (*Calcutta*) 7th inst.
German (*Prinz Heinrich*) 12th inst.
English (*Mitropoli*) 13th inst.
Australian (*China*) 13th inst.
American (*China*) 17th inst.
Tacoma (*Macduff*) 19th inst.
Canadian (*Empress of India*) 27th inst.
Tacoma (*Brasmar*) 28th inst.

THE P. & O. S. N. Co.'s steamer *Shanghai* left Singapore for this port at 4 p.m. yesterday.
The silk steamer *Brasmar* arrived in New York on the 29th ult.
The Agents (Messrs. Dowdell, Carhill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Brasmar* left Tacoma for this port via usual ports of call, on the 1st inst.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" line steamer *Bangkok*, from Antwerp and London, left Singapore yesterday for this port.
SHIPPING RETURNS.
From 5 p.m. yesterday to 5 p.m. to-day.
ARRIVALS.
Kulsang steamer, from Straits
Nord " " Singapore
Kagoshima Maru " " Shanghai
Hailong " " Japan
Sirathallah " " Coast Ports
Deuleros " " Hongkong
Sungshang " " Saigon
Holstein " " Manila
Irene " " Macao
Aggregating 16,848 tons register.

DEPARTURES.
Kwells steamer, for Swatow
Hinsang " " Singapore
Australian " " Kobe
Haitan " " Coast Ports
Kagan " " Canton
Pifan " " Bangkok
Rhosan Maru " " Kutchin
Arake Maru " " Kutchin
Sakura Richmaru " " Amoy
Clara " " Hoihow
Whan Tai " " Foochow
Aggregating 16,829 tons register.

HONGKONG AND WAMPONG DOCK RETURNS.
Porpoise (H.M.S.) in Kowloon Dock.
Tribuna (H.M.S.) " "
Hongkong " "
Elis " "
Dante " "
Lung Tai " "
Haidy (H.M.S.) " "
R. R. Thomas " "
Macfar " "
Arcona (H.I.G.M.S.) " "
Nanchang " " Cosmopolita
Hankow " "

PASSED THE CANAL.
OUTWARD—24th Nov.—*Osage*, *Elizabeth Richmaru*, 27th November—*Osage*, 1st December—*Helm Richmaru*, 4th December—*Glen-shield*, 8th December—*Glen-fair*, 10th December—*Glen-fair*, 11th December—*Glen-fair*, 12th December—*Glen-fair*, 13th December—*Glen-fair*, 14th December—*Glen-fair*, 15th December—*Glen-fair*, 16th December—*Glen-fair*, 17th December—*Glen-fair*, 18th December—*Glen-fair*, 19th December—*Glen-fair*, 20th December—*Glen-fair*, 21st December—*Glen-fair*, 22nd December—*Glen-fair*, 23rd December—*Glen-fair*, 24th December—*Glen-fair*, 25th December—*Glen-fair*, 26th December—*Glen-fair*, 27th December—*Glen-fair*, 28th December—*Glen-fair*, 29th December—*Glen-fair*, 30th December—*Glen-fair*, 31st December—*Glen-fair*, 1st January—*Glen-fair*, 2nd January—*Glen-fair*, 3rd January—*Glen-fair*, 4th January—*Glen-fair*, 5th January—*Glen-fair*, 6th January—*Glen-fair*, 7th January—*Glen-fair*, 8th January—*Glen-fair*, 9th January—*Glen-fair*, 10th January—*Glen-fair*, 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Intimations.

CHOICE SELECTION OF SWEETS.

"Reviving Sweets repair the Mind's Decay."—POPE.

CADBURY'S CHOCOLATE CREAMS.

A Large Variety in FANCY BOXES, at Popular Prices.

PASCALL'S GOLDEN MALTEX.

CHOCOLATE PISTACHE. MARRONS GLACES.
AMANDES GRILLEES. NOUGAT AUX FRUITS. XTALIZED STRAWBERRIES.
JORDAN ALMONDS. BON-BONS FINS.
&c. &c. &c.

ATKINSON'S PERFUMES,
Various Odours.WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.Dr. KNORR'S
ANTIPIRYNE

patented
"LION BRAND"
In Powder and C.ystal, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea to 1 to 2 per cent. solution
in water, similar to the action of silver nitrate,
but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
box for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.
CHRISTMAS PRESENTS.
Sultana's XMAS XMAS AND NEW YEAR
PRESENTS.
JUST ARRIVED.

AN Immense Assortment of the best
ENGLISH and FRENCH general
JEWELLERY,
WATCHES AND FANCY GOODS.
Prices Moderate.
LEVY HERMANOS,
Opposite Telegraph Office.
Hongkong, 11th December, 1896. [1919]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From Persian Gulf, ex S.S. *Nawab, Mydath*,
&c.
Goods not cleared by the 5th January, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 30th December, 1896. [5]

NORTHERN PACIFIC STEAMSHIP
COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.
DODWELL, CARILL & Co.,
Agents.
Hongkong, 30th December, 1896. [14]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING"
are hereby notified that their Goods are being
landed and stored at their risk in the Company's
Godowns at Wanchai, from whence delivery may
be obtained on countersignature of Bills of
Lading.
Goods remaining undischarged after the 8th
Instant, will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN,
Agent.
Hongkong, 2nd January, 1897. [1]

Shipping.
STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
To follow the S.S. *Albatross* and *Claverhall*.
THE Steamship
"MORVEN"
on or about the 15th January, 1897.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

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FOR NEW YORK, VIA SUEZ CANAL.
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on or about the 15th January, 1897.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TSINAN."
Captain Ramsey, will be despatched TO-
MORROW, the 6th Instant, at Noon.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engine. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th January, 1897. [1994]

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship
"LIGHTNING."
Captain J. C. Spence, will be despatched for the
above Ports TO-MORROW, the 6th January,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 31st December, 1896. [2023]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR SINGAPORE, COLOMBO, PORT SAID,
MARSEILLES, NEWCASTLE,
ANTWERP, ZANAM and LONDON.
THE Company's Steamship
"KAGOSHIMA MARU."
Captain Trent, will be despatched as above
TO-MORROW, the 6th Instant, at 5 P.M., instead
of as previously advertised.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 2nd January, 1897. [1958]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CHANGSHA."
Captain Williams, will be despatched as above
on THURSDAY, the 7th Instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd January, 1897. [2010]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"TIENSIN."
Captain Dawson, will be despatched as above
on THURSDAY, the 7th Instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th January, 1897. [87]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
THE Company's Steamship
"HUPEH."
Captain Quail, will be despatched as above
on FRIDAY, the 8th Instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd January, 1897. [2009]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship
"SUNGKIANG."
Captain C. B. N. Dodd, will be despatched as
above on FRIDAY, the 8th Instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th January, 1897. [88]

OCEAN STEAMSHIP COMPANY.
FOR NEW YORK, VIA SUEZ CANAL.
THE Company's Steamship
"POLYPHEMUS."
Captain Goodwin, will be despatched as above
on FRIDAY, the 14th January, 1897.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th December, 1896. [1977]

SAILING VESSELS.
FOR SAN FRANCISCO.
THE British Barque
"SUMBABA."
Rebberg, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th December, 1896. [168]

NOTICE TO SHIPPERS.
FOR SAN FRANCISCO.
THE 100 A. 7 from 4-mast British Barque
"MATTERHORN."
Captain J. Williams, will soon be ready to load
for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK.
THE 3/3 L. I. American Barque
"PENOBSCOT."
Captain Macleod, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBORG & Co.,
Agents.
Hongkong, 30th November, 1896. [183]

Shipping.
STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
To follow the S.S. *Albatross* and *Claverhall*.
THE Steamship
"MORVEN"
on or about the 15th January, 1897.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

Shipping.
STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
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Hongkong, 18th December, 1896. [77]

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Agents.
Hongkong, 18th December, 1896. [77]

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For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

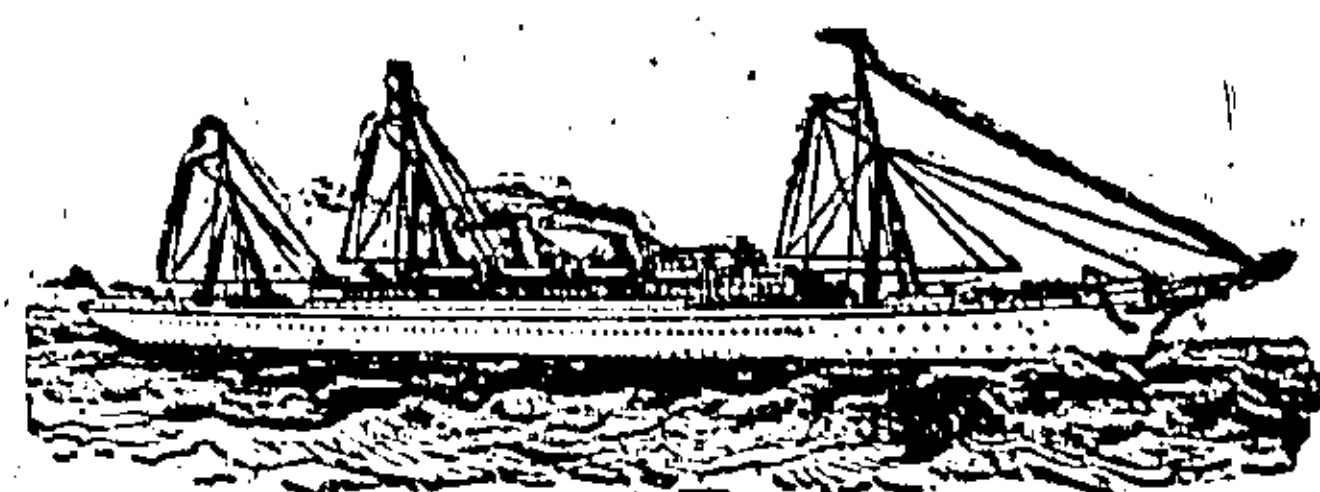
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Hongkong, 18th December, 1896. [77]

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SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 20th January, 1897
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 17th February, '97
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th March.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Navy, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for
9 months, £100.
The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 23rd December, 1896. [3]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 16th Jan., at Noon, 1897.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 4th Feb., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd Feb., at Noon.

THE Company's Steamship
"DORIC"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU, on
SATURDAY, the 16th January, 1897, at Noon.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination, the
choice of direct lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Navy, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.
All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 29th December, 1896. [19]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAHLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 12th May, 1896. [19]

Shipping.
STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
To follow the S.S. *Albatross* and *Claverhall*.
THE Steamship
"MORVEN"
on or about the 15th January, 1897.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

Shipping.
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FOR NEW YORK, VIA SUEZ CANAL.
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Agents.
Hongkong, 18th December, 1896. [77]

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 7th Jan., at Daylight, 1897.
Cebu (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th Jan., at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Feb., at Noon.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU, on
THURSDAY, the 7th January, 1897, at Daylight,
taking Passengers and Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination, the
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Particulars of the various routes can be
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Special rates (first class only) are granted to
Missionaries, members of the Navy, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embarking
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to Europe.
All PARCEL PACKAGES should be marked to
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the Company's Office until Five P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 29th December, 1896. [19]

Shipping.
STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
To follow the S.S. *Albatross* and *Claverhall*.
THE Steamship
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SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th December, 1896. [77]

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To follow the S.S. *Albatross* and *Claverhall*.
THE Steamship
"MORVEN"
on or about the 15th January, 1897.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
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Hongkong, 18th December, 1896. [77]

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Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STRAIT FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:
AND
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern Thursday, 17th Jan.
Prinz Heinrich Tuesday, 19th Jan.
Prinzess Tuesday, 19th Jan.

ON THURSDAY, the 7th day of January,
1897, at 4 A.M., the Company's Steamship
"BAYERN," Captain B. Blanke, with MALES,
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the